General Motors Upfitter Integration

# UI BULLETIN # 83c

**SUBJECT: 'HYRAIL' Upfit Applications Only**

**MODELS AFFECTED:**

**Chevrolet Silverado 2500HD/3500HD**
**GMC Sierra 2500HD/3500HD**

**MODEL YEAR(S): 2007 -2013**

**DATE: 11/23/2011**

**Revision Date: 04/19/2018**

# ADVISORY:

**REVISION**

**This bulletin has been revised to end model year coverage at 2013**

SEO OPTION 8W9 'New Order'

This Bulletin is being issued in reference to the new GMT900 C/K P/Us & Utilities for HYRAIL applications where 19.5" wheels and tires are installed. GM Truck Marketing has introduced SEO 8W9 to address demand for increased FGAWR on Pickup Hyrail Upfits, available mid-2008 model year. SEO 8W9 consists of a front shock (GM pt# 19152876) & tire pressure upgrade increasing FGAWR to 4500 lbs on 2WD & 4800 lbs on 4WD models. GM weight certification label will reflect 4500 lbs on 2WD & 4800 lbs on 4WD respectively.

## 1. Pre-SEO OPTION 8W9 'Retrofit'

Vehicles produced prior to (and not equipped with) SEO 8W9 can be retrofitted by adhering to the following recommendations for Tire/Wheel conversions using existing shocks.

GM Service has enhanced Tech 2 Scan Tool software capability at authorized dealers to upgrade the tire pressure base line (placard value) to 80 PSI, this is high enough to eliminate any possible error code messages. Tire pressure sensing requires a `clamp style' tire pressure monitor (has a fastening nut on the valve stem) see Part Drawings (below).

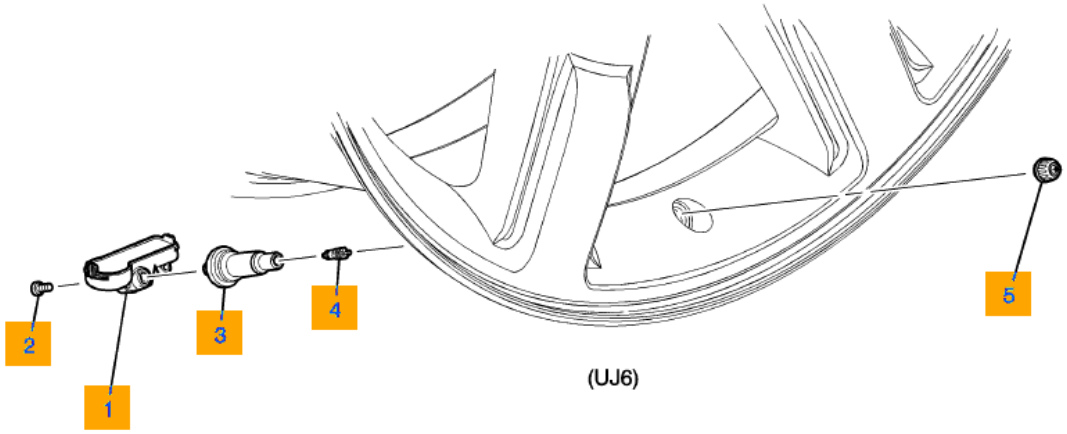
Ref GM Part (M.Y. 2007 #15268606 / M.Y. 2008 & Beyond #25920615)
Sensor Asm-Tire Pressure Indicator
(See Schrade fitment drawing 90514053 for installation procedure)

Ref GM Part #15234846 Nut-Tire Pressure Indicator

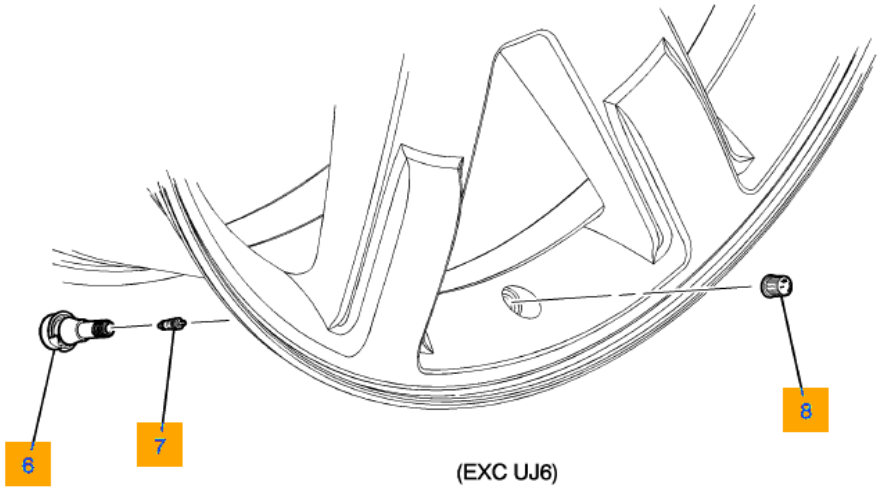
## Procedure for transferring the OEM Tire Pressure Sensor

**Procedure for transferring the OEM Tire Pressure Sensor [set screw attachment style] to Hyrail 19.5 x 6.75 rims with 0.625 dia. valve hole.**

1. Remove Sensor [Item 1] from OEM wheel.
2. Using Dill Air Products part # VS-919 valve stem assembly and Dill Air Products part # 100-TP valve core attach the OEM sensor body using a M3x.5 threaded screw and install in the 19.5 wheel.
3. Baseline changed per new tire pressures and speedo must be recalibrated to match tires.
4. TPS System relearned per OEM instructions.
5. Approved tires for 2011 and beyond per FMVSS126 testing done at the Milford Proving Grounds are Goodyear G622 RSD Unisteel M+S LT245/70R19.5F or Goodyear G624 RSD Unisteel HWY LT245/70R19.5F.




(UJ6)




(EXC UJ6)

## Procedure for transferring the OEM Tire Pressure Sensor

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**Dill Air Products part # 100-TP**

## 2. Tire Pressure and Weight Placard Labels

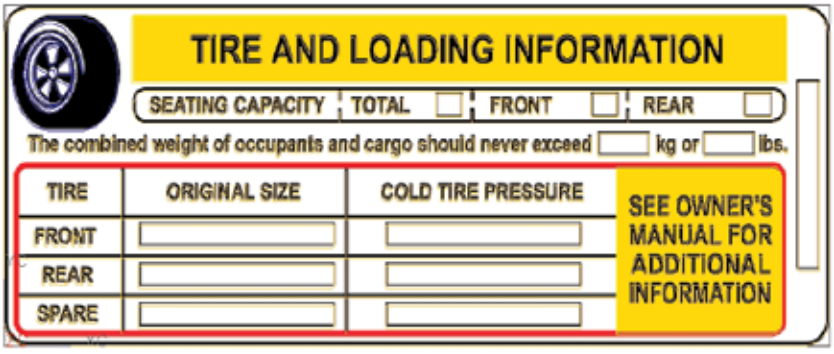
Upon completion of tire pressure recalibration, the Upfitter is responsible for replacing the original door jam tire pressure & weight placard labels. New placards should reflect new tire inflation data (see attachment Tire Pressure Label) and increased FGAWR rating 4500 lbs on 2WD & 4800 lbs on 4WD models. GM Service released new Tech 2 Scan Tool software that allows new baseline to be set at 95 PSI (May 2007).

# Vehicle Capacity Weight & Tire Info Label

| Part Number | Vehicle(s) | Language(s) | Size (mm) |
|---|---|---|---|
| 15261447 | All GM < 10,000 lbs. | English/French/ Spanish/Arabic/ Chinese | 105 x 43 |

- Label Type – Information
- Requirements – FMVSS/CMVSS 110
  GS 48/SSA 1438
  NOM-12-SCT2
  TREAD Act
- Languages – English - USA
  English - European PSI = BAR
  English/French - Canada
  Spanish - Mexico
  Arabic - Gulf States
  Chinese - China
- Colors – Black/White/Red/Yellow
- Location – Driver side B-Pillar or Inner Door Edge if there is no B-Pillar

Example Label



### 3. Reprogram Engine Controller for Correct Speedometer Calibration

Additionally, an authorized GM dealer can reprogram the engine controller for correct speedometer calibration with 19.5” wheels for HYRAIL application (Reference SEO 5M7). This procedure can also be used on GM Utilities (Yukon XL, Suburban etc) for Hyrail usage.

# Powertrain Control Module (PCM)

This is additional information to the “Tires” section located in Section 5 of the owner manual.

When tires are changed from the original equipment size to those adapted to railroad track gage, the Powertrain Control Module (PCM) must be reprogrammed to correct the speedometer reading. The tire pressure and TPMS (Tire Pressure Monitoring System) will also have to be reprogrammed.

**Pickup Models C/K 2500/3500:** LY6 6.0L V8 Engine and MYD 6L90 Automatic Transmission, with single rear wheels (option code RO4).

**SUV Models C/K 2500:** LY6 6.0L V8 Engine and MYD 6L90 Automatic Transmission.

## Calibration Information

The specific PCM calibration is based on model, tire size, rear axel, and model year. Reprogramming the PCM is done with the Techline Information System at your GM truck dealer. To obtain the correct calibration, The GM dealer must contact Techline to obtain a VCI number. This will be required to allow access for specific VINs.

Your dealer has the correct calibration identified by the calibration part numbers shown in the Owners Manual Supplement and any later updates. This procedure may only be accomplished by your GM truck dealer.

## Warranty Information

This calibration will be regarded as a customer option and installed at the customer’s expense.

*Please refer to the Light Duty Series GM BODY BUILDER BOOK or visit* ***www.GMUPFITTER.com*** *for further general information regarding vehicle modifications.*

### 4. Responsibility for Return to Normal Road Use

**IMPORTANT:** In the event the HYRAIL vehicle is returned back to normal road use, the HYRAIL Upfitter is responsible for tire pressure & speedometer recalibration. A new tire Placard Label must be used to complete the conversion.

GM Upfitter Integration does not take responsibility for or approve any alterations to GM Commercial Chassis, Pickup & Utility Vehicles. If an Upfitter or Second Stage Manufacturer (SSM) or Individual chooses to modify a GM Chassis/Vehicle and/or its components, liability and possible recertification responsibility for compliance with all related FMVSS/CMVSS and regional standards lies with the Upfitter/SSM or Individual. In addition liability for Non-OEM (aftermarket) installed components used in modifications to a GM Chassis/Vehicle and/or its components is solely with the responsible aftermarket component manufacturer and the installer. If an Upfitter/SSM or Individual chooses to modify a GM part/s design or function they risk voiding the GM warranty and assume liability for the modification.